

SHIPPING REPORTS

[illegible]

MORRIS'S DIRECTORY FOR CHINA, JAPAN AND THE PHILIPPINES, Etc.

PRICE \$3.

THIS Work now issued for the second time, will be placed before the Public as early in January next as possible, and will contain the same information as the first Edition.

Orders are respectfully solicited by

MORRIS & Co.

Publishers,

Wellington Street,

Hongkong, December 6, 1869.

MARRIED

At St. John's Cathedral, Hongkong, on the 22nd December, by the Rev. Canon M.A., GIFFORD FORBES PARKER, Esq., youngest son of the late Hon. James Parker, of Cincinnati, Ohio, to ALICE, eldest daughter of John Hemsworth, Esq., of Limerick, Ireland. No cards.

THE CHINA MAIL.

HONGKONG, THURSDAY, DEC. 23, 1869.

THE SUPPLEMENTARY CONVENTION.

THANKS to the Shanghai Evening Courier, which sees no reason why a document, of which several copies are in circulation, should not be given to the public, we are at length able to publish the text of what, with unbecoming irony, our North China contemporaries designated the "Revised Treaty." It is officially denominated a "Supplementary Convention" to the Treaty of 1858, and, like its celebrated brother the "Treaty Addendum" for the United States, is chiefly remarkable for the judicious manner in which it evades the most important questions at issue between China and Great Britain. The right of inland residence remains untouched in one direction, while it is additionally restricted by the permission granted in Rule VII. "to rent for short periods hotels or private houses where they may store their goods, but on which they are not to exhibit their Hong name or the style of their firm," while in "the case of inns or private houses thus rented from the Chinese, the British merchant is not to interfere to protect the landlord from the incidence of the taxes or charges for which his house or property is assessable." Just fancy any foreigner who had ever been six months in China regarding this as a boon to the foreigner! The most guileless and unassuming of human beings (and we have not a few of them) could scarcely fail to see the obvious result. A man rents his inn to a newly arrived "barbarian." "Very well," say the local authorities, "you must pay us so much as a squeeze." The rent must be fixed at a figure to cover this; and thus, though the foreigner knows that last week a sum of ten taels would have secured the premises to a Chinese trader, he now must pay 30, 40 or 50, without the power even of remonstrance. The navigation of inland waters, again, a question upon which it was hoped that Sir R. Alcock would have exercised some pressure, has been got over in a way which reflects great credit on the Chinese side of the question. British merchants are hereafter "permitted to use their own vessels if of Chinese type propelled by sails and oars" for navigating inland waters! Here is a grand triumph for the "progressive" section of foreign residents. No more shall we hear the regrets of Chinese statesmen that the cumbersome junk is being superseded by the swift steamer! Washing tubs will rise to a premium, while the "Hook and Ladder Cargo-boat Company," or whatever the title of that really useful association may be, will be able to find immediate and very profitable employment in despatching its "A 1 local-built, bamboo-fastened" craft for the navigation of inland waters in the South. The Great Eastern was popularly described as a return to the measurements, if not to the precise lines, of the Noachian Ark. The British flag may henceforth fly upon structures closely resembling the traditional "tins," if not of the average carrying capacity, of the same venerable progenitor of all nautical architecture! The only pity is that the Chinese "type" of vessel should be so loosely described. A rash speculator in craft, for instance, might build a willow-pattern plate; and we fear that this presumably authentic authority would mislead. No provision either is made for the possible anomaly of Chinese-owned and manned foreign craft, or of a type more foreign than native, being allowed to pass on inland waters while the foreigner was confined to the purely local Clunbunghy. We should recommend as an additional clause, that "models of the class over which it is lawful to fly the British flag" be deposited at the various Consulates. As for Hongkong, the City Hall Museum already has some models on loan, which will afford ample information to our enterprising merchants.

We do not propose in this issue doing more than glancing over the singular conditions of this curious Convention. We have alluded to the two most salient points, but every paragraph reveals its utterly useless character. The first article is precisely the same as Article LIV.

of the Treaty of 1858. No twisting of words can alter the exact similarity of sense. In the second article the advantage is clearly given to the Chinese. England may appoint Consuls to reside at all ports open to trade. China may appoint Consuls to reside at all ports in the British dominions. Now, we put the question to any one of moderate intelligence, what can be the only result of reading this on the Chinese mind? It being recollected that the right of consular residence is looked upon as a privilege. Simply that we, in gratitude for China allowing such residence on our part at the Treaty Ports, are willing to allow residence on their parts at any port. A more injudicious clause could scarcely have been introduced into any official document. We pass over for future reference the Transit and Tonnage Dues arrangement, which seems to us in some respects objectionable, as does also the apparent benefit conferred upon Hongkong, and come to the real "concessions" granted. And what do they amount to on our side? Simply to the establishment of a few regulations bearing on details of trade, many already provided for by local custom and regulations, with a total avoidance of the great questions at issue between China and Great Britain—regulations which it was rightly enough a matter of expediency to discuss, and in some cases to make, but which leave our general relations with the empire untouched. "Nasivur ridi-culus mus" is indeed the only verdict which can be returned on perusing the Supplementary Convention when we consider how long has been the labor which preceded it. We shall again return to the details of the document.

We have to thank the Post Office department for two very useful tables of the arrivals and departures of the English and Australian mails. We presume that the French tables when issued will introduce a new feature by giving dates for fortnightly mails like those of their British rivals. With five opportunities per month we shall scarcely be able to complain of defective postal communication, though (perish the thought) we scarcely avoid an infirm though almost pardonable sympathy with those who mourn over the "good old times," when once in 3 or 4 months was the average come-round of the mail day. But such weakness would be inexcusable, so we accept present and prospective time-tables with thanks.

LOCAL.

The Tom Thumb troupe will leave for Macao on Saturday, and to-morrow afternoon and evening will be the only remaining chances of seeing the little men and women. H. S. the Governor will be present at this evening's entertainment, and a good house is expected. The company goes by the mail steamer on Tuesday.

The U. S. S. flagship Delaware left harbor to-day for Macao, where, we understand, the Christmas holidays—if such exist in naval history—are to be spent. Manila is spoken of as the next port of visit, and it is more than probable that we have seen the last of this fine vessel for some time to come.

We learn that the Consulate and Flag of the United States, represented at present by Colonel Goulding, are to be removed from their somewhat obscure position in Upper Wyndham Street to one of the houses in Peddar's Hill. The star-spangled banner will henceforth fly on the flagstaff formerly occupied by the Pusan eagle, in the same company, viz, side by side with that of Austria. We congratulate the Consul on the good sense shown by him seeking a better and a higher level than that formerly occupied by the United States Consulate.

The Shanghai Club was sold on the 17th instant, to the Trustees of the Recreation Fund for £25,000.

The Shanghai Courier says that deaths by drowning have been rather numerous lately in the settlement. Two seamen from the Joroha Falcon are spoken of as having been knocked overboard and drowned, and then it says:—"The remaining case is still more recent and near. Between 5 and 10 minutes past 12 a.m. to-day (17th) Angus Wilson, the 2nd engineer of the Steamer Sultan, deliberately jumped overboard, and though two swimmers at once darted to the rescue, he was swept away by a strong flood tide and drowned."

Bangkok was about to be transferred to Shanghai, but we now learn that a petition is in preparation to the Governor of Macao, which will obtain the signatures of the majority of the Portuguese residents, urging the appointment of Mr. Albino da Silva. The appointment of one of their people to the post will doubtless give more satisfaction to the Portuguese residents than if the practice which has hitherto obtained of nominating a foreigner unacquainted with their language and Constitutional Laws were to be continued.—Express.

The Shanghai Express says that Messrs. A. R. Tibby & Co.'s new steamer Rocket (Captain A. Roper) is to come out via the Suez Canal, and will probably be one of the first vessels bound to China to adopt that route.

We hear that the sum claimed by the Jesuit Missionaries as compensation for their losses at Nanking, was received yesterday at the French Consulate General, Shanghai. A plot of land valued at \$1,000 will also be added. The payment, however, has been accepted under reserve of every other satisfaction, the principle of which has been already admitted by the Chinese Government. We shall be glad to hear that equally complete reparation has been exacted by the British authorities; and especially that the more important point of punishing the rioters, has been insisted on.—N. C. Daily News.

SUPPLEMENTARY CONVENTION TO THE TREATY OF COMMERCE AND NAVIGATION OF JUNE 1858, BETWEEN GREAT BRITAIN AND CHINA.

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, and His Majesty the Emperor of China, desiring to secure the better execution of the Treaty of Commerce concluded between them, on the 26th of June 1858, have resolved, in accordance with the provisions made in the 27th Article to the effect "that either of the high contracting parties may demand a further revision of the Treaty, and of the Commercial Articles of the Treaty at the end of 10 years," to negotiate and (make) complementary arrangements, and they have for that purpose named as their plenipotentiaries, that is to say, H. M. the Queen of the United Kingdom of Great Britain and Ireland, Sir Rutherford Alcock, &c.; H. M. the Emperor of China, Fong (Kung), &c.; who, after having conferred with each other their respective full powers, found in good and due form, have agreed upon the following Articles:—

ART. I.—China having agreed that British subjects shall participate in all advantages accorded by treaty to the subjects of other powers, it is further agreed, that British subjects desirous to participate in the advantages accorded by treaty to the subjects of other powers, shall participate in such advantages on the same conditions on which they have been accorded to, and participated in, by the subjects of other powers.

ART. II.—China having agreed that England may appoint Consuls to reside at every port open to trade, it is further agreed that China may appoint Consuls to reside at all ports in the British dominions.

ART. III.—It is agreed that articles of the following classes and denominations, namely, Cottons, Linens, Woollens and Cotton Mixtures, &c., imported by British merchants, shall pay both Import Duties and Transit Dues simultaneously at the time of importation; on the other hand, China agrees that the above mentioned commodities imported by British merchants, and having paid Import Duty and Transit Dues simultaneously at the time of importation, shall be exempt from all other taxes and charges whatsoever, in treaty ports.

ART. IV.—It is agreed that Native Produce purchased in the interior by British Merchants furnished with the documents prescribed by the Supplementary Regulations, shall pay all inland dues and charges on its way to the Treaty Ports; on the other hand, China agrees that any such native produce, having paid all inland dues and charges on the way to the port from the place of purchase, shall be entitled to the return of any amount that may have been paid over and above the Treaty Transit Duty (half Export Duty), provided the exportation by British Merchants to foreign ports takes place within twelve months. It is further agreed that native produce shipped to other Treaty Ports shall not be entitled to such refund.

ART. V.—It is agreed that Chinese produce shipped from Hongkong to a Treaty Port shall not be carried inland under the Treaty Rules but shall pay dues, duty and inland charges with all other native produce at all barriers passed; on the other hand, China agrees to issue to native produce shipped by British Merchants from Treaty Ports to Hongkong, the ordinary duty certificate, and to collect on such produce, on their arrival at a second Treaty Port, the ordinary Coast Trade (half Import) duty.

ART. VI.—It is agreed that the port of Wenchow in Chekiang shall be opened to British Trade, and that Kintchow, named in the Treaty of Tientsin, shall be removed from the list of Treaty Ports.

ART. VII.—It is agreed that British Merchant vessels shall not be called on to pay Tonnage Dues often than once in four months; on the other hand, China agrees that British Merchant vessels of every description, whether used for the transport of passengers, or for residence (merchant ships), as well as all crafts of the Chinese type owned by British subjects, shall pay Tonnage Dues according to their tonnage, if trading from port to port, on the expiration of their special certificates; and if used as hulks in port, on the expiration of the term of four months,—as the case may be.

ART. VIII.—It is agreed that British Merchant vessels shall report to the Customs their point of destination, and shall clear in Export Manifest when about to clear; on the other part, China agrees that the amount of any fine for false manifests where British Merchants are concerned, shall be determined in accordance with the special circumstances, and shall not in any case exceed the sum of Tls. 900.

ART. IX.—It is agreed that in all cases of fines arising out of breaches of Customs Regulations, the Superintendent or Commissioner of Customs may have a seat on the bench, and take part with the British Consul in enquiring into the case; and in all cases of confiscation arising out of Customs regulations, the British Consul may have a seat on the bench with the Superintendent or Commissioner of Customs, and take part in enquiring into the case. It is further agreed that England and China shall in consultation draw up a Commercial Code.

ART. X.—On the one part China agrees to issue licenses to the pilots, on the other part England agrees to punish British subjects piloting, or who employ persons piloting without a license. It is further agreed that effect shall be given to the stipulation of the Treaty of Tientsin "that for the due restraint of the crews of ships, Regulations will be drawn up by the Consuls and local Authorities."

ART. XI.—It is agreed that drawbacks issued to foreign goods re-exported by British Merchant vessels to foreign countries within three months from the date of importation shall be convertible (at the Hae-kwan Bank) into cash; on the other part, England agrees that foreign goods re-exported by British Merchants to foreign countries after the expiration of three years from the date of importation shall not be entitled to drawback of import duty.

ART. XII.—It is agreed that Opium shall pay Import Duty at an increased rate; on the other part China agrees—

(a) That British subjects holding Passports may use their own vessels, resembling Chinese vessels, and propelled by oars, or sails, when visiting non-treaty ports, or places in the interior.

(b) That Bonded Warehouses shall be established for British subjects at such Treaty Ports as may be expedient.

(c) That the Superintendent of Customs at Kintchow shall provide a Tag for British-owned Chinese-like boats on the Poyang in the vicinity of Hu-kow.

(d) That Bonds entered into by British merchants for the re-export of Ties shipped from the Yang-tse ports shall, as an experiment, be done away with.

(e) That the Imperial Commissioner in the South shall open Coal Mines in two or three places, and that the Duty on native coal exported by British merchants from the Southern ports shall be reduced.

ART. XIII.—It is agreed that Silk shall pay Export Duty at an increased rate; on the other part China agrees—

(a) That Wu-lu in Nanchang shall be opened to foreign trade.

(b) That foreign grain may be re-exported, and without payment of duty, by British merchants.

(c) That materials used by British subjects in Docks for British vessels shall be exempt from duty.

(d) That the List of Duties for Goods for British household use, and Ship's Stores, shall be revised.

(e) That Foreign Coal and Guano imported by British merchants shall be free from duty.

(f) That Import Duty shall be reduced on Watches, Pepper, (black and white), Tin Plates and Timber imported by British subjects.

ART. XIV.—It is agreed that each Consular House shall draw up rules fixing the date of arrival of the merchant to be received by the Bank at each port. It is further agreed that the various documents issued to British subjects (Transit Papers, Passports, &c.), shall be returnable at the expiration of one year from the date of issue.

ART. XV.—It is agreed on both parts that the date of arrival of the merchant to be received by the Bank at each port shall be revised and confirmed, and that the revised version shall rule in the case of such Articles as the present version affects.

ART. XVI.—The present Convention shall be ratified; and the ratifications shall be exchanged at Peking as soon as possible.

In witness whereof the respective Plenipotentiaries have signed the present Convention, the Supplementary Regulations appended, and the Tariff affecting goods in respect of which duties have been hereby changed, and have affixed hereto their seals.

Dated at Peking in quadruplicate this 24th day of October, 1869.

SUPPLEMENTARY RULES AND TARIFF.

Whereas it is expedient that Supplementary Regulations should be drawn up for the better explanation of the Articles of this Convention, the Plenipotentiaries do hereby agree that the appended Tariff and Rules, the latter being in ten Articles following, shall be equally binding on the Government and subjects of both countries who resort thereto affix their seals and signatures.

RULE I.—The Convention permits certain specified commodities of foreign origin to circulate freely in Treaty-Port provinces, without further liability to inland dues and charges on payment simultaneously of Import Duty and Transit Dues at the time of importation—where taken inland by British Merchants in person or by Chinese Agents of British Merchants, or by Chinese purchasers, while the British Merchant will be required, as provided by the Treaty of Tientsin, to travel provided with the usual passport, the commodities aforesaid (may be conveyed unaccompanied by any Transit certificate and may be sold freely and at any place called on to pay further dues and charges or inland charges. The various Customs' stamps passed by such commodities will, however, make such examination as is usual, in order to provide against fraudulent substitution and the transport of prohibited articles.

(2) With the exception of those classes of commodities which are to pay Import Duty and Transit Dues simultaneously, all other foreign Merchandise, carried inland, will be exempt from all Dues, Duties and Charges as usual, provided, having paid full Import Duty on importation and the Tariff Transit Duty when leaving the port to enter the interior, it is found to be accompanied by the ordinary proof of payment of Transit Dues, namely a Transit Certificate. Such goods will be liable to all Dues, Duties and Charges, whenever found inland unaccompanied by Transit Certificate; both British and Chinese Merchants will be treated in accordance with the provisions herein set forth.

(3) When the commodities specified in the first clause of this Rule are carried in Treaty-Port provinces by either British or Chinese merchants, and when such commodities are accompanied by other foreign merchandise of the class provided for in the second clause of this Rule, the latter merchandise will be liable to all inland dues, duties or charges, if not provided with Transit Certificates. Failures to report the presence of any such uncertified merchandise when passing Customs' stations or any attempt to defraud by carrying native produce in that guise, will subject all the goods of the same description to seizure and confiscation.

(4) When commodities of the kind specified in the first clause of this Rule, and which simultaneously paid Import Duty and Transit Dues, are to be conveyed by either British or Chinese Merchants to non-treaty port provinces, Transit Certificates should be provided from the Customs at the port started from, on the face of which will be distinctly set forth the name and the place for which the commodities are destined. On the way from the port to the place thus set forth on the certificate, such certificated commodities will be exempt from all liability to inland charges, dues and duties; but in the event of it being discovered by any Customs' station that they make examination, the Merchandise contained in the packages is different from the commodity set forth in the certificate, or that the certificate is for a less quantity than it is accompanied by, the goods concerned will be confiscated. On the arrival of such certificated commodities at the place set forth, the certificate will become invalid and the commodities having arrived at their place of destination will be liable to whatever inland charges, dues and duties the locality they are found in collect, and will thenceforth be treated like native produce in the localities concerned.

RULE II.—British Merchants whether going in person or sending Chinese Agents into the interior for the purchase of native produce should obtain from the Customs a memorandum. The native produce will be liable to all inland charges, dues and duties on the way to the port, just like any other Chinese goods in Chinese hands. On the other hand each Customs' Station or Barrier will be required to certify to the receipt of the amount of dues, duties or charges there collected, by making an official and duly sealed entry on the face of the blank memorandum. Any sale in transit of the native produce to which the blank memorandum refers will be punishable in accordance with the regulations.

(2) On the arrival of such native produce at the last barrier the merchant is to report its arrival to the Commissioner of Customs and the goods are to await examination. The memorandum brought back from the interior is to be, at the same time, deposited with the Customs. Should such native produce be exported to a foreign port (Hongkong excepted) within 12 months from the date of the arrival, the exporter will at the time of exportation pay the usual duty, and as regards inland charges, while on the one hand the exporter will be called on to make up the amount by which the sums entered on the memorandum fall short of the Tariff Transit Duty (half export duty), on the other, the Customs will refund to the exporter the amount by which such sums may be found to exceed the Tariff Transit Dues. Should the produce be shipped for conveyance to a Treaty Port, no make up will be called for and no refund allowed.

RULE III.—Foreign Goods re-exported to a foreign country within 36 months of the date of arrival at the port, shall be exempt from all inland dues and charges, with the exception of the refund of the sum paid as import duty, by a drawback, which shall be a valid tender for payment of other duties (tonnage dues excepted). Goods re-exported after the expiration of the said 36 months shall not be entitled to receive drawbacks. Meanwhile, as regards native produce, drawbacks for coast trade duty will continue to be paid when the produce is re-shipped. After the expiration of that term, native produce will not be entitled to any drawback of coast trade duty.

RULE IV.—British merchants will be allowed one month's grace for the return of such documents as they have taken out when going inland (Passports, Transit papers, &c.). All such documents to become invalid on the expiration of 12 months from the date of issue, and if not returned within 18 months from that date, the application of the parties concerned for the documents will not be attended to.

RULE V.—At such of the Treaty ports as may be expedient, Bonded Warehouses shall be established, and regulations for their working will be drawn up by the Inspector General of Customs and the Superintendent of the Port concerned. When sufficient reasons for the non-establishment of such Bonded Warehouses exist they will not be introduced.

RULE VI.—The Superintendent of Customs at Kintchow will provide a steam-tug for the use of British merchants on the Poyang Lake, and between Hankow and Kintchow. The tug in question will be for the towing of British-owned vessels of the Chinese type, and a tariff of fees will be published, in accordance with which, merchants whose boats may be towed, will pay the Kintchow Customs for that service.

RULE VII.—British merchants who may go inland duly provided with passports to sell foreign goods, purchase native produce, or carry native produce into the interior, or vessels of Chinese type and propelled by sails and oars, and when in the interior, are further permitted to rent for short periods hotels or private houses where they may store their goods, but on which they are not to exhibit their Hong name or the style of their firm. Native produce purchased in the interior and entered on the memorandum for conveyance to the port, must not be sold in the interior. In the case of the inns or private houses thus rented from the Chinese, the British merchant is not to interfere to protect the landlord from the incidence of the taxes or charges for which his house or property is assessable. The Chinese of the locality are not to annoy or molest the British merchant, and proclamations setting forth all that, have been prepared and will be sent to the Governor General and Governors of the provinces, for publication everywhere.

As regards vessels of the Chinese type owned by British merchants and sent by them to go to non-treaty ports, or places in the interior, such vessels must be registered at the Customs House, when the Commissioner of Customs will issue a certificate of registration, and the flag to be sailed under, the certificate to be countersigned by the Superintendent. Such vessel must exhibit the flag received from the Customs, and comply with the special rules and regulations drawn up for their management.

Every vessel unprovided with this certificate of registration, detected in the fraudulent use of a flag resembling the Customs' flag, or flying the house-flag of any foreign mercantile firm, or having a certificate and flying the flag of any foreign country, will be subject, with her cargo, to confiscation.

RULE VIII.—The Imperial Commissioner superintending foreign affairs in the North will enquire into the condition of Kin Yung, Lo-ping and Kelooang, and will depure officers to work the mines at those places as an experiment; the question of the employment of foreigners to assist in mining and of using foreign machinery will be left to be given effect to by the Imperial Commissioner. The coals produced will be for sale to British and Chinese Merchants without distinction.

RULE IX.—The Rules appended to the tariff attached to the Treaty of Tientsin enunciate the articles that are to be admitted free of duty for household use and as ship's stores, and a revised List is to be drawn up by the Inspector-General of Customs, and will be hereto appended, of the articles that are thus to be admitted free, for the use of British subjects. Should such articles be carried inland they will be dutiable in accordance with the rule and practice that formerly obtained.

RULE X.—Docks owned by British Merchants will be permitted to import such articles as they require for the repair of ships free of duty; but on newly built vessels there will be levied a duty of 5% ad valorem. Before being entitled to the privilege of importing their stores duty free, such stores must be registered at the Customs, and the owners must enter into such bonds as the Customs in question may consider sufficient for the protection of the revenue. A List of the articles to be imported duty free will be prepared by the Inspector of Customs and appended hereto.

TARIFF.			
Import.			t.m.c.
Watches, mounted with Pearls,	per pair	4.5.0	
Watches, Gold,	"	1.0.0	
Watches, Silver,	"	0.5.0	
Pepper, White,	"	pioul 0.4.0	
Pepper, Black,	"	" 0.2.0	
Tin Plates,	"	" 0.2.0	
Grain, Beans, Foreign Coals—Free, whether imported or exported, but to take out permits in accordance with Custom-house regulations.			
Lumber—reduction to be made after full enquiry in Shanghai.			
Opium—per 100 catties, Tls. 50; and to be dealt with in accordance with the special rules respecting that drug.			
Export.			t.m.c.
Silk—raw and thrown, per 100 catties,		20.0.0	
Silk—Yellow Szechuen, per 100 catties,		10.0.0	
Coals, Native—at Southern Ports, per 100 catties,		0.5.0	
At Northern Ports, per 100 catties,		0.4.0	

NOTES OF THE WEEK.

Mr. Boutwell, the American Secretary to the Treasury, delivered a speech on the 9th of October on the American finances. He told his audience that the Government since the termination of the war had reduced the debt from \$700,000,000 to \$500,000,000, and if the present taxation, which he estimated to be heavy, were continued, they could pay the whole in fourteen years; or if they reduced taxation every year, they could still pay it in twenty-two. How Mr. Gladstone must sigh! Mr. Boutwell declared that he was against every kind of repudiation, not only because it was needless, it would not relieve the labourer, but because it would demoralize the people and destroy the foundation upon which public security rests. He believed that if threats of repudiation were abandoned, he might in six months begin to fund the debt at 4 1/2 per cent. If the Americans will only do that, and declare a truce-taking a capital offence, they may in ten years reduce their debt to a trifling burden, rather useful than otherwise, because an investment which is absolutely secure tempts people to thrift.

Another sensational trial would appear to be at hand. The liquidators of the Imperial Land Company of Marseilles write to the Times to say that the shareholders have been defrauded of three quarters of a million. They find that "the promoters of the company, while professing to pay for the purchase of certain property in Marseilles the sum of £1,104,328, in reality paid only £344,604, while the difference, £764,719, found its way into the pockets of certain persons," from whom the liquidators seek to recover it. The "companies" represented by Mr. Mowatt, Chairman of the Credit Foncier Company, received upwards of half the above amount; "but the destination of the remainder is not indicated—of all which the shareholders were entirely ignorant, were in fact paying up calls to meet the losses caused by these depredations. Really, promoters of this kind ought to be cut by the City, not, indeed, for robbing—for the eighth Commandment would make of the City a howling wilderness—but for robbing the blind. Every street thief leaves their pennies alone. Mr. Powell, an English gentleman hunting and exploring in Abyssinia, was murdered, with his wife and servants, by a Shagalla tribe. No redress was to be expected from Government after its recent experience, and accordingly two brothers of the murdered man resolved that blood they would pay the part of Avenger. They layed in Abyssinia with sides and followers, obtained aid from Prince Kassai, attacked the tribe, killed eight men, and destroyed all their houses. That is the system of the Indian North-west frontier, and no other resource being open, we do not know that they were wrong, more especially as there is strong evidence that they hit on the right men. The innocent entered, no doubt, but so they do whenever a chief is punished, and the expedition was strictly an act of war. Some of our contemporaries seem to think that barbarous tribes have a right to murder civilized men without other provocation than plunder. If the New Zealanders hear of the fact, they will offer the brothers a reward on condition of protecting the frontier from the Maories. It is rather a pity they do not collect a few Arabs and conquer Abyssinia. We owe that country civilization.

SHIPPING IN HARBOUR

HONGKONG.

Consignees of Vessels will greatly oblige by forwarding corrections of errors in the following list.

Exclusive of Arrivals, Departures and Clearances reported to-day.

On Pedder's Wharf.—W.C., from Pedder's Wharf to Gibb's Wharf.—W., Westward of Gibb's Wharf.—E.C., on Pedder's Wharf to the Military Hospital.—E., Eastward of the Hospital.—K., on Kowloon side.

Vessel's Name and Where Anchored.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignee or Agents.	Destination.	Intended Despatch.
1869.							
STEAMERS							
Commodore	E. McKenzie	Russ. str.	240	Nov. 24	Landstain & Co		
Donnai	W.C. Toppin	Brit. str.	1500	Dec. 12	Messageries Imperiales		
Douglas	W.C. Toppin	Brit. str.	615	Dec. 16	Douglas Laprak & Co	Swatow, &c.	To-day 8 a.m.
Emu	W.C. Toppin	Brit. str.	1638	Dec. 19	P. & O. S. N. Co		
Formosa	W.C. Toppin	Brit. str.	700	Dec. 19	P. & O. S. N. Co		
Ganges	W.C. Toppin	Brit. str.	1190	Dec. 19	P. & O. S. N. Co		
Kabul	W.C. Toppin	Russ. str.	370	Dec. 12	Augustine Heard & Co		
Kobe	W.C. Toppin	Brit. str.	734	Dec. 22	Wm. Pustau & Co		To-day
Kura	W.C. Toppin	Brit. str.	928	Dec. 21	Russell & Co		
Thales	E. Bostell	Brit. str.	1654	Dec. 14	Jardine, Matheson & Co		
Titania	W. Crowell	Brit. str.	805	January 21	Augustine Heard & Co	For Sale Shanghai	
Venus	W. Crowell	Brit. str.	677	Dec. 20	Augustine Heard & Co		
SAILING VESSELS							
Adelina	W. Cornes	Brit. bk.	785	Dec. 11	Order		
Agua	W. Cornes	Port. sch.	350	Nov. 27	J. J. dos Remedios & Co	Bombay	
Albatross	W. Grant	Norw. bk.	400	Nov. 17	John Burd & Co		
Amiral Protet	W. Grant	Brit. bk.	318	Nov. 26	Wm. Pustau & Co	Saigon	To-day
Anna	W. Grant	N. Ger. bk.	318	Nov. 26	Wm. Pustau & Co		
Anne	E. Weeks	Brit. sch.	184	Nov. 11	E. Schellhaas & Co		
Ann Adamson	H. Hutton	Brit. bk.	437	Dec. 16	Melchers & Co		
Athena	E. Pierce	Brit. bk.	411	Dec. 20	Order		
Atreya	E. Kindred	Brit. bk.	525	October 30	Douglas Laprak & Co	Freightor Charter	
Balmacara	W.C. Toppin	Brit. bk.	376	Dec. 6	Arnhold, Karberg & Co		
Bella	W.C. Toppin	Brit. bk.	245	Dec. 13	Order		
Benvenia	W. Bartlett	Brit. bk.	598	Dec. 16	Gibb, Livingston & Co		
Bertholm	W. Bartlett	Brit. bk.	598	Dec. 16	Arnhold, Karberg & Co		
Caldew	W.C. Toppin	Brit. bk.	482	Dec. 20	Arnhold, Karberg & Co		
Camille Cavour	W. Astorquia	Salv. sh.	850	Nov. 28	Wm. Pustau & Co		
Carl Ritter	W. Sachon	N. Ger. bk.	230	Dec. 15	Bourjau, Hubener & Co		
Cary and Jones	E. Jensen	N. Ger. bk.	397	Nov. 12	Bourjau, Hubener & Co		
Catherine Fullerton	W. Haghan	N. Ger. bk.	397	Nov. 12	Bourjau, Hubener & Co		
Charles Auguste	W. Cogel	N. Ger. bk.	740	Dec. 14	Wm. Pustau & Co		
Chusan	E. Wagnen	N. Ger. bk.	225	Nov. 24	Wm. Pustau & Co		
Colima	B. Kufeld	N. Ger. bk.	225	Nov. 24	Wm. Pustau & Co		
Comet	W. Schnoor	Span. sh.	527	Dec. 17	Chinese	Yokohama	put back
Constantia	W. Schnoor	Span. sh.	527	Dec. 17	Chinese		
Cutty Sark	W. Meyer	Span. bk.	474	Dec. 16	Chinese		
Day Dawn	E. Sustenace	Brit. bk.	398	Dec. 13	Russell & Co		
Don Pedro II	W. Young	Brit. bk.	244	October 4	P. A. Metta	Saigon	To-day
Dona Anita	W. Beart	Brit. bk.	493	Dec. 16	John Burd & Co		
Dudbrook	W. Bryce	Brit. bk.	527	Nov. 13	Landstain & Co	London	
Eleanor	E. Prehm	Brit. bk.	248	Dec. 20	Douglas Laprak & Co		
Eleanor Dixon	W. Matthews	Brit. bk.	405	Dec. 2	Thomas Howard		
Ellen Rickmers	W. Rehm	N. Ger. bk.	308	Dec. 6	Melchers & Co	Saigon	
Eak	W. Nobbs	Brit. bk.	404	Nov. 19	Russell & Co	Freightor Charter	
Evening Star	W. Edleson	Span. bk.	340	Dec. 22	Chinese		
Florence Nightingale	E. Cameron	Brit. sh.	464	Nov. 19	Jardine, Matheson & Co		
Flying Fish	W. Dushostan	Brit. bk.	342	Nov. 25	Chinese		
Frederic	W. Nicolae	Belg. sh.	803	January 6	Bornio Company	Peru	
Friendship	W. Klindt	Siam. bk.	480	Nov. 20	Chinese		
G. C. Lorenz Meyer	W. Moller	N. Ger. bk.	306	Dec. 21	Wm. Pustau & Co		
Galatia	W. Crowell	Amer. sh.	932	Dec. 18	Augustine Heard & Co		
Gazelle	W. Gruu	N. Ger. bk.	189	Nov. 23	E. Schellhaas & Co		
George	W. Schierloh	N. Ger. bk.	118	Nov. 23	E. Schellhaas & Co		
Gesine Brons	W. Groenewold	N. Ger. bk.	400	Nov. 20	Wm. Pustau & Co		
Gesina	W. Ordman	Dut. sch.	544	Dec. 2	Wm. Pustau & Co		
Gravina	W. Barcelo	Span. bk.	240	Sept. 26	Remedios & Co		
H. E. Susanna	W. Mayboom	Dut. bk.	373	Nov. 14	Wm. Pustau & Co		
Hackmataz	W. Lofius	Brit. sch.	124	Dec. 7	Hogg & Co		
Haga	W. Drewes	N. Ger. bk.	500	Nov. 12	Novits & Co		
Haze	Forsyth	Amer. sh.	382	October 16	Russell & Co	Yokohama	
Heather Bell	E. Findley	Brit. bk.	485	Dec. 8	Jardine, Matheson & Co	Whampoa & New York	
Herzog Ernst	W. Conrad	N. Ger. bk.	238	Dec. 3	Melchers & Co	Hakodadi	
Isabelita y 6 Hermanos	W. Tremugu	Span. bk.	480	Dec. 5	Chinese		
Jane Spiers	W. Brown	Brit. bk.	309	Nov. 15	Captain		
Java	W. Macbell	N. Ger. bk.	309	Dec. 8	Arnhold, Karberg & Co		
Jeverland	W. Creggmann	N. Ger. bk.	520	Dec. 21	Bourjau, Hubener & Co		
Jewess	E. Watson	Brit. bk.	520	Nov. 22	Russell & Co		
Joachim Christian	W. Reimer	N. Ger. bk.	427	Dec. 20	Wm. Pustau & Co	San Francisco	put back
John Banfield	E. Bastian	Brit. bk.	520	Dec. 16	Order		
Jorgen	E. Uldrip	N. Ger. bk.	270	Dec. 20	Bourjau, Hubener & Co	Saigon	To-day
Kedron	E. Horvath	Brit. bk.	373	Dec. 19	Arnhold, Karberg & Co		
La Sirena	W. Maddrel	Brit. bk.	330	Dec. 19	Bourjau, Hubener & Co		
Lizzie	E. Peck	Amer. bk.	440	Dec. 11	Augustine Heard & Co		
Louisa	E. Hansen	Dan. bk.	227	Dec. 16	Siemens & Co		
Malay	W. Clough	Amer. sh.	812	Nov. 22	Augustine Heard & Co		
Manfred	W. Scott	Brit. sh.	598	October 23	Arnhold, Karberg & Co		
Marionettes of London	W. Gould	Brit. sh.	768	Nov. 27	Wm. Pustau & Co	Yokohama	put back
Marie Suzanne	E. Hingayen	Foh. bk.	250	Dec. 13	Arnhold, Karberg & Co		
Martha	W. Hajo	N. Ger. bk.	221	Nov. 11	Melchers & Co		
Mathias	W. Kalckloser	N. Ger. bk.	302	Dec. 5	Wm. Pustau & Co		
Mauritius	W. Petersen	N. Ger. bk.	300	Dec. 5	Russell & Co		
Medina	W. Feuvra	Brit. bk.	337	Dec. 12	Order	London	To-day
Merve	W. Hams	Brit. bk.	639	Dec. 16	Gilman & Co		
Mikado	E. Empfert	N. Ger. bk.	340	Dec. 16	Wm. Pustau & Co		
Mina	W. Varina	Span. bk.	430	Nov. 28	Remedios & Co		
Munio	W. Klein	Brit. sch.	444	October 10	Olyphant & Co	Manila	
Myron	W. Rose	Foh. bk.	443	October 22	Frederic Degenar		
N. O. Kirkegaard	E. Halvarsen	Norw. bk.	454	Dec. 19	Augustine Heard & Co		
Narvino	W. McNutt	Brit. bk.	408	Nov. 8	Landstain & Co		
Nellis Abbot	W. Gordon	Amer. bk.	400	Dec. 16	Russell & Co		
Neri Granada	W. Bauer	N. Ger. bk.	297	Dec. 6	E. Schellhaas & Co		
Norsonian	W. Hansen	Siam. sh.	711	Dec. 9	Chinese		
Odessa	W. Boyson	Dan. sch.	249	Dec. 22	John Burd & Co		
Olive Cromwell	W. Hawood	Brit. sh.	1112	Nov. 28	Augustine Heard & Co	New York	Immediate
Onward	W. Whyte	Brit. sh.	606	Nov. 30	Bozard & Co	Melb. & Sydney	
Orient	W. Halmebeck	N. Ger. bk.	285	Dec. 11	E. Schellhaas & Co		
Paragon	W. Wiebers	Siam. sh.	750	Dec. 3	Chinese		
Paros	W. Soule	Amer. bk.	540	Nov. 27	Olyphant & Co		
Pekin	W. Seymour	Amer. bk.	595	Nov. 28	Russell & Co		
Peruvian	W. Thompson	Amer. bk.	1156	Sept. 2	Augustine Heard & Co		
Pons d'Elle	W. Arinston	Brit. bk.	243	October 30	A. G. Hogg & Co	Saigon	
Premier	W. White	Brit. sh.	485	Dec. 19	Captain		
Prosperity	W. Salje	Siam. sh.	604	June 14	Chinese		
Queen of England	W. Hufmann	Siam. sh.	543	Dec. 16	Chinese		
Ragna	E. Gulbrandson	Norw. bk.	156	Dec. 19	John Burd & Co		
Robert Fletcher	W. Pettendrich	Brit. bk.	526	Dec. 6	Arnhold, Karberg & Co	Yokohama	
Rosalie	W. Nelson	Swed. bk.	575	Nov. 15	Frederic Degenar	Yokohama	
Sage	W. Doe	Norw. bk.	501	Dec. 5	John Burd & Co	Yokohama	
Samuel Larrabee	W. Thompson	Amer. bk.	1131	Nov. 17	Order		
Sadri	W. Staines	Brit. bk.	367	Nov. 26	E. Schellhaas & Co		
Sardin	W. Goetur	Span. bk.	490	Nov. 16	Kinsborner Borer & Co	Saigon	
Shanghai	W. Echevarria	Span. bk.	264	Dec. 11	Remedios & Co	Manila	To-day
Singapore	W. Canfrutis	Dut. bk.	350	Dec. 20	Wm. Pustau & Co		
Sunbeam	E. Mullin	Amer. sh.	1000	July 6	Augustine Heard & Co	San Francisco	Early
Tay Watt	W. Sasse	Siam. bk.	654	Nov. 16	Chinese		
Texas	E. Bollo	Ital. sh.	1094	July 26	Jardine, Matheson & Co		
Vergna	W. Ulrich	Siam. sh.	568	October 29	Chinese		
Ville de St. Lo	W. Dubois	Foh. bk.	376	Dec. 2	Carlovitz & Co	Bangkok	
Volunteer	W. Hutchinson	Amer. sh.	1068	Dec. 13	Augustine Heard & Co	Saigon	

WHAMPOA.

Vessel's Name.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignee or Agents.	Destination.	Intended Despatch.
Aracoon	Spencer	Amer. sh.	1087	October 17	Olyphant & Co	New York	Early
Assen	Jepson	Dan. sch.	629	Dec. 13	John Burd & Co		
Clan Alpine	Hutchinson	Brit. str.	946	October 30	Jardine, Matheson & Co		
Daylight	Pearce	Brit. sh.	629	October 27	Gilman & Co	Channel f. o.	Early
Dupleix	Rougeau	Foh. str.	800	Dec. 14	Messageries Imperiales		
Emeraldia	Koppelman	N. Ger. bk.	356	Dec. 14	Bourjau, Hubener & Co	Hamburg	
Guaymas	Franzen	N. Ger. bk.	312	Dec. 13	Wm. Pustau & Co	Hamburg	
James Shaphard	John	Brit. sh.	850	Nov. 11	Turner & Co	London	Early
John Heinrich	Walbrand	N. Ger. bk.	151	Dec. 20	Wm. Pustau & Co		
Manila	Baldan	Span. str.	510	Sept. 28	Landstain & Co		
Martina	Koch	Brit. sh.	749	Dec. 25	Melchers & Co	Ningpo	
Noville	Hemsworth	Brit. sh.	333	Sept. 17	Holliday, Wise & Co	London	
Ocean Bride	Thelland	Brit. bk.	350	Nov. 13	Gilman & Co		
Petchalee	Owen	Brit. bk.	350	Nov. 13	Gilman & Co	London	Immediate
Sophie	Ohlsen	N. Ger. bk.	215	Dec. 10	Bourjau, Hubener & Co	Ningpo	

VESSELS ON THE BERTH.

Destination.	Vessel's Name.	Flag and Rig.	Consignee.
CHINA & JAPAN PORTS.			
NINGPO	Sophie	N. Ger. bk.	Bourjau, Hubener & Co
Do.	Martha	N. Ger. bk.	Melchers & Co
Do.	George	N. Ger. bk.	E. Schellhaas & Co
TIENTSIN	Cary & Jane	N. Ger. bk.	Bourjau, Hubener & Co
NAGASAKI	Herzog Ernst	N. Ger. bk.	Melchers & Co
HAKODADI	Don Pedro II	Brit. bk.	P. A. Metta
YOKOHAMA	Colima	N. Ger. bk.	Wm. Pustau & Co
Do.	R. Fletcher	Brit. bk.	Arnhold, Karberg & Co
Do.	Rosalie	Swed. bk.	Frederic Degenar
Do.	Saga	Norw. bk.	John Burd & Co
OTHER PORTS.			
LONDON	Petchalee	Brit. bk.	Gilman & Co
Do.	J. Shepherd	Brit. sh.	Turner & Co
Do.	Dudbrook	Brit. bk.	Landstain & Co
Do.	Neville	Brit. sh.	Holliday, Wise & Co
CHANNEL	Daylight	Brit. sh.	Gilman & Co
HAMBURG	Emeraldia	N. Ger. bk.	Bourjau, Hubener & Co
Do.	Guaymas	N. Ger. bk.	Wm. Pustau & Co
NEW YORK	Aracoon	Amer. sh.	Olyphant & Co
Do.	O. Cromwell	Amer. sh.	Augustine Heard & Co
Do.	Haze	Amer. sh.	Russell & Co
SAN FRANCISCO	Sumatra	Amer. sh.	Augustine Heard & Co
Do.	Jewess	Brit. bk.	Russell & Co
MELBOURNE & SYDNEY	Onward	Brit. sh.	Rozario & Co
MELBOURNE	C. Fullerton	N. Ger. bk.	A. G. Hogg & Co
PERU	Frederic	Belg. sh.	Bornio Company
SAIGON	Evelyn Wood	Brit. bk.	Order
Do.	E. Rickmers	N. Ger. bk.	Melchers & Co
Do.	Ville de St. Lo	Foh. bk.	Carlovitz & Co

* At Whampoa. † At Canton.

MEN-OF-WAR IN HONGKONG HARBOUR.

Name.	Flag.	Rig.	Tons.	Grass.	H. P.	Commander.
Adventure	British.	steam troop ship	1794	2	400	Hy. J. Raby, V.C. Capt.
Algerine	British	gun boat.	209	3	60	H. R. E. Grey
Bouquier	British	gun-boat	230	3	60	Rodney Lloyd, Lieut. Comr.
Cockchafer	British	gun boat	230	3	60	S. S. Smith, Lieut. Comr.
E. H. Fredrich	Aust.	frigate	1260			De Pitner
Flamer	British	Naval hospital	250			Attached to Melville
Maumee	U. S.	gun boat	590	5		W. B. Cushing, Lt. Comr.
Medusa	N. Germ.	steam corvette	980	13		—, Struben
Meeanee	British	Military h'pital	2591			Hospital ship
Melville	British	Naval hospital				R. Pottinger, Dep. Insp. G.
Midge	British	gun boat	464	4	120	C. C. Rising
Princess Charlotte	British	flag ship	2443	14		Commodore Jones
Riflesman	British	surveying ship	486	3	100	For Sale
Rinaldo	British	steam aloop	951	7	200	C. B. Robinson
Starling	British	gun boat	234	3	60	C. Crowley, Lieut. Comr.